

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

50X1-HUM

DATE OF INFORMATION 1948

DATE DIST. ☒ JUL 1949

NO. OF PAGES 2

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U. S. C. 81 AND 88, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Vestnik Svyazi - Pochta, No 11, 1948

AIR-MAIL SERVICE TO REMOTE POINTS IN TATAR ASSR

A. Shashokin, Chief
Postal Communications Section
Republic Administration

The planes dropped mailbags at convenient predesignated landmarks. The most conspicuous places were chosen: MTS farms, mills, rayon hospitals, all located away from villages but near through roads. The airplanes descended to within 50 meters of the ground, and postal workers dropped the printed matter and correspondence at five or six spots.

Freight planes were used to transport mail to the remote rayons beyond the Kama. They carried up to 2.5 tons of mail. The mail was sorted in the plane according to the flight route. Workers of the Kazan Department of Mail Transport were in charge.

Only freight planes dropped mail at great junctions such as Chistopol', Yelabuga, Naberezhnyye Chelny, and Menzelinsk'. These planes served 26 rayons.

The freight planes can attain great speeds. However, they were slowed down to 180 kilometers an hour, and brought down to a height of 100 meters before the mail bags were thrown out.

- 1 -

CLASSIFICATION

CONFIDENTIAL

CLASSIFICATION		DISTRIBUTION	
STATE	Navy	NSRB	
ARMY	Air	FBI	

CONFIDENTIAL

50X1-HUM

At big centers, for example, Chistopol' with 70 spots, the plane circled the area three times before all mailbags could be dropped. After dropping the mail, the pilot made another circle to find out whether the mail had reached its objective. Many men were employed in collecting the mail since up to 50 - 60 points usually receive delivery. The entire flight, along the route Chistopol' - Yelabuga - Naberezhnyye Chelny - Menzelinsk and the return took 2.5 hours.

Receipt of mail from the plane was confirmed by telegraph by the director of the receiving office to the point of origin of the mail.

Since the delivery of mail is expedited by using planes which do not have to land, the Ministry of Communications should continue the development of mail dropping. The use of small parachutes would greatly facilitate this process.

- E N D -

- 2 -

CONFIDENTIAL